

**TANSAN**  
NATURAL MINERAL WATER.  
PER CASE OF 4 DOZ. BOTTLES.  
\$8.00  
SOLE AGENTS—  
**H. PRICE & CO.**

# Hongkong Daily Press.

ESTABLISHED 1857.

**THE MOST POPULAR**  
**A WATER**  
**N ON THE**  
**SOLE AGENTS: S MARKET.**  
**H. PRICE & CO. A**  
**12, QUEEN'S ROAD. N**

No. 13,457 號柒十伍百肆千叁萬壹第 日式十月叁年柒十二緒光 HONGKONG, TUESDAY, APRIL 30TH, 1901. 式拜禮 號十叁月肆年壹零一千九百零一 港香 PRICE, \$2½ PER MONTH

## A SPECIALITY. CHAMPAGNE.

**JULES MUMM.**

SEC AND EXTRA SEC.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**

This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents,  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901.

**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NET

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.**

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

TIME TABLE.

**WEEK DAYS.**  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 10 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 10 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 10 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
**NIGHT CARS.**  
8.45 p.m. to 9 p.m. ... Every 15 minutes.  
9 p.m. to 9.30 p.m. ... Every 15 minutes.  
9.30 p.m. to 10 p.m. ... Every 15 minutes.  
10 p.m. to 10.30 p.m. ... Every 15 minutes.  
10.30 p.m. to 11 p.m. ... Every 15 minutes.  
11 p.m. to 11.30 p.m. ... Every 15 minutes.  
11.30 p.m. to 12 p.m. ... Every 15 minutes.  
12 p.m. to 12.30 a.m. ... Every 15 minutes.  
12.30 a.m. to 1 a.m. ... Every 15 minutes.  
1 a.m. to 1.30 a.m. ... Every 15 minutes.  
1.30 a.m. to 2 a.m. ... Every 15 minutes.  
2 a.m. to 2.30 a.m. ... Every 15 minutes.  
2.30 a.m. to 3 a.m. ... Every 15 minutes.  
3 a.m. to 3.30 a.m. ... Every 15 minutes.  
3.30 a.m. to 4 a.m. ... Every 15 minutes.  
4 a.m. to 4.30 a.m. ... Every 15 minutes.  
4.30 a.m. to 5 a.m. ... Every 15 minutes.  
5 a.m. to 5.30 a.m. ... Every 15 minutes.  
5.30 a.m. to 6 a.m. ... Every 15 minutes.  
**SATURDAYS.**  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement with the Com-  
pany's Office, 35 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 4th April, 1901.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOL" CYCLES,  
and we also supply fittings of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
**McKIRDY & CO.,**  
49 & 51, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

**WING CHEONG.**

Dealers in  
**JEWELRY, PEARLS, DIAMONDS,**  
**CURIOS, JADESTONE ORNAMENTS,**  
**BRONZES AND CARVED IVORY WARE,**  
**FINE SILKS AND GRASSCLOTHS**  
General Exporters of  
**ANISEED AND CASSIA OILS**  
etc. etc. Stock always on hand.  
AN INSPECTION IS RESPECTFULLY SOLICITED.  
Note—We beg to announce that we also  
buy all kinds of Curios at Moderate Prices.  
1 & 3, D'ARAGUIA STREET  
(Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901.

## LANE, CRAWFORD & CO.

### GROCERIES AND PROVISIONS

of all kinds imported direct from France and Blackwell, Lazenby, Barnes, & Co. MONTHLY.

Freshness guaranteed.

WINE AND SPIRITS of Best Quality only.

SPECIAL AGENTS FOR  
Aylas CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend  
WHISKY, Napier-Johnstone's Square Bottle WHISKY.

MANAGERS FOR  
Hongkong and China STEAM BAKERY.

English, French, Twisted, COTTAGE and WHEATEN BREAD.  
CAKES Freshly made daily.

BIT-CUTTS of all kinds.  
WEDDING CAKES a specialty.

N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy  
Valley.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC.**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY.**

**THE "PALL MALL,"**

\$20 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

[49]

**ROSBACH.**

**NATURAL MINERAL WATER.**

BOTTLED AT THE SPRING NEAR HOMBURG.

PER CASE OF 50 BOTTLES ... \$11.00

PER CASE OF 50 ... 9.50

ALL BOTTLES RETURNED TO OUR GODOWNS WILL BE

ALLOWED FOR.

**CALDBECK, MACGREGOR & CO.**

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 27th April, 1901.

**COTTAM & CO.**

JUST RECEIVED

**MANILA HATS**

"LADIES" AND GENTLEMEN'S.

[541]

**WATKINS, LIMITED**

66, QUEEN'S ROAD CENTRAL, HONGKONG

**CHEMISTS**

AERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS

CIGAR DEALERS

COMMISSION AGENTS, &c.

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

**A. CHEE & Co.,**

17A, QUEEN'S ROAD, HONGKONG.

[544]

**THE VICTORIA DISPENSARY.**

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

[539]

**CONFECTIONERY.**

JUST RECEIVED.

**MORRISON'S GLACES**

CRYSTALLISED VIOLETS.

CRYSTALLISED ROSES.

**C. P. & Co.'s INVALIDS' PORT**

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassal

**DOURO PORT,**

\$14.25 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

\$20 PER DOZ.

**LA TORRE SHERRY,**

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—**

**D.O.M.,**

\$39.75 PER DOZ.

VERY SOFT, PALATABLE, AND MATURE.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

[547]

**THE STANDARD**

**INDIAN BILLIARD TABLE.**

Manufactured throughout in Calcutta and

guaranteed to stand the tropical

climate.

PRICE, complete, with accessories for Billiard.

Rs. 1,450, packed.

**SPECIAL ADVANTAGE—**

We take all RISKS against Breakage.

Send for our latest PRICE LIST

To Hongkong Daily Press Office.

[2123-2]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

**SHEWAN, TOMES & CO.,**

General Managers.

Hongkong, 2nd July, 1900.

[5102]

**WILLIAM MACLEOD, D.D.S.**

DENTIST.

BEACONSFIELD ARCADE.

(Opposite Hongkong & Shanghai Bank.)

Hongkong, 10th November, 1900.

[575]

**CARTRIDGES.**

**NOBEL'S SPORTING BALLISTIE.**

Absolutely Smokeless and Water-resisting

THE BEST NITRO-POWDER IN THE WORLD

PRICE OF 12-BORE CARTRIDGES—

Loaded with

Powder only. and 1 oz of Shot.

Primrose Cases ... \$5.65

Pegamoid Cases ... 6.25

Ejector Brass Cases ... 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

**WM. SCHMIDT & CO.,**

Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

[589]

**BANQUE DE L'INDO CHINE.**

WHEREAS the following UN-ISSUED

NOTES have been STOLEN from

the Premises of the Banque De L'Indo

CHINE and which said Notes are expressed on

the face thereof to be payable at the Branch

Office of the said Banque in Saigon, the num-

bers of which said Notes are as follows—

Series V 491 to 1,000 of \$1 (One dollar) each

Series Z 491 to 1,000 of \$1 (One dollar) each

The Public are hereby CAUTIONED

against purchasing or dealing in any way with

such Notes, as the Banque De L'Indo Chine

accepts no liability for the same.

By Order of the Chief Manager in Saigon.

For the Banque De L'Indo Chine.

**L. BERINDOAGUE.**

Acting Manager.

Hongkong, 26th February, 1901.

[581 800s]

## CONFECTIONERY.

JUST RECEIVED.

**MORRISON'S GLACES**

CRYSTALLISED VIOLETS.

CRYSTALLISED ROSES.

Also LOWNEY'S ASSORTED CHOCOLATES in fancy 1 lb., 2 lbs., 2½ lbs. and 5 lbs. boxes.

Apply to—

**G. GIRAULT.**

6, QUEEN'S ROAD CENTRAL.

[545]

**REMINGTON TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.**

SOLE AGENTS.

**W. BREWER & CO.**

NEW BOOKS AND NEW EDITIONS.

The Siege in Peking, by Martin ... \$2.25

Small Framed Photographs of King ... 1.50

Edward VII and Queen Alexandra (each ... 5.00

Modern Abyssinia, by Wyld ... 9.50

Riding and Hunting, by Capt. Hayes ... 3.00

The Fun Doctor, 2 Vols. ... 6.50

Paris, 1901, by Hatcher ... 14.50

The New International Code of Signals ... 1.50

Good Souls of Cider Land, by W. ... 1.50

Raymond ... 1.50

A Man's Woman, by Frank Norris ... 1.50

My Indian Queen, by Guy Boothby ... 1.50

The Survivors, by Oppenheim ... 1.50

In the Name of a Woman, by March- ... 1.50

mont ... 1.50

Malcolm, by George MacDonald ... 1.50

A Gentleman's Gentleman, by Max ... 1.50

Pemberton ... 1.50

Browning's Poems ... 1.50

A Late Awakening, by Maggie Swan ... 1.50

23 & 25, Queen's Road, Hongkong.

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**C. LAZARUS & CO.,**

60 & 61, BENTINCK STREET.

CALCUTTA.

Telegraphic Address: A.B.C. Code.

"MANOYANY" Calcutta. 4th Edition used.

**THE STANDARD**

**INDIAN BILLIARD TABLE.**

Manufactured throughout in Calcutta and

guaranteed to stand the tropical

climate.

PRICE, complete, with accessories for Billiard.

Rs. 1,450, packed.

**SPECIAL ADVANTAGE—**

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To Hongkong Daily Press Office.

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[575]

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**NOBEL'S SPORTING BALLISTIE.</**



## INTIMATION.



**A. S. WATSON & CO.,**  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Case
	1 doz. 9's, 2 doz. 1's.	
ST. ESTEPHE	\$ 5.50	\$ 7.50
ST. JULIEN	0.00	0.00
LA ROSE	12.36	13.92
CHATEAU HAUT BRION		
LARRIVET	18.00	19.20
CHATEAU MOUTON D'AR-		
MAILHACQ	21.00	22.20
CHATEAU PONTET CANET	25.00	
CHATEAU LA TOUR CAR-		
NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO.,**  
LIMITED.

## The Daily Press.

HONGKONG OFFICE: 14, DES VERTS ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th April, 1901

On the 16th March, writing of the state of affairs under the German occupation of Chihli province, we made the following remarks: "All our most recent advice go to show that the tendency of the recent measures being taken is to raise up the millions. In all a feeling of wrong and injustice amongst this she has been 'but playing Russia's part; and has undoubtedly been earning the gratitude of such enemies of their country's best interests as LI HUNG-CHANG and his 'crew.' We said so, not out of any unfriendly feeling towards Germany, but as an instance of the evil of imperfect information. It is a common saying that the Chinese are an easily governed people, and that they are so conscious of the advantages of good government in their own persons that they readily consent and submit to all necessary rules and regulations. While it is true that the Chinese do to a very considerable extent appreciate the principles of good government, and have themselves a considerable aptitude for personal rule, it is nevertheless the case that in each case where we have had to govern communities largely composed of Chinese the difficulty of rule has become an important factor. In the Straits Settlements the clanish habits of the Chinese settlers, and their custom of perpetually seeking to form an *imperium in imperio* has from the very foundation of the Colony been a source of not only trouble but danger. In Hongkong a similar source of danger is ever present. We need only point to the history of opposition amongst the Chinese population to the measures taken for the repression of plague, and the desertion of the Colony by the natives in thousands in response to the commands of some mysterious authority. In Shanghai, where the local government prides itself on being in complete touch with its Chinese population, on the outbreak of trouble in the North, the native residents cleared out by thousands daily, apparently in response to some similar, though unknown, mandate. From Chihli, information of the same kind comes down in daily augmenting force. Rarely from the very difficulty of the task they have set before them, but mainly from the absence of any trustworthy intel-

ligence department, Chihli under military rule is quickly lapsing into a state nearly bordering on anarchy. A correspondent writing to us complains that the German Headquarters while destroying the old organisation have not succeeded in creating a new; that they are supplied with a lot of interpreters whose only aim is to make as much money as possible out of their occupation; and that between the levies of the military and the squeezes and falsehoods of the men placed in the position of interpreters, all justice has departed, and robbery and license rules through the land. As we have heard these same complaints from entirely different and perfectly independent sources, to which we alluded last week, we feel bound to believe them. It is the case likewise that personally our authorities completely exonerate the German Commander and his Staff; the result they agree is due to the prevailing want of information, and the tainted sources on which the Headquarters Staff relies. At the same time it is only right to acknowledge that some of the worse abuses have been in part at least remedied. Probably the worst of these was the manner in which on the information of informers requisitions were levied on the towns under the allegation that they had been affording aid to "Boxers." Similar charges on equally unsubstantial evidence were in too many cases made against smaller towns or villages, and the people afforded no opportunity of showing their innocence. Even when the informants in such a case are above suspicion it is a dangerous thing to place irresponsible power in the hands of individuals; in the present case it has undoubtedly led to a reaction amongst the Chinese, and a general refusal to work with the powers that be. Amongst people so clanish as the Chinese such a system is sure to lead to the worst results, and to turn the natural aptitude for good government into a means for the promotion of anarchy and disorder.

This want of any intelligence system worth the name has been from the beginning of the trouble the main cause of our difficulties; and with none so markedly as with the English and German Legations. It must ever remain as a condemnation of the methods adopted that up to the very last moment the Legations, led astray by false information, were confirmed in the belief that the outrages taking place around them had no deeper origin than mere local feelings; the same design of throwing dust in the Ministers' eyes is at the bottom of the present difficulty. The fact is that the interpreters are playing the game of the reactionary party, and both Legations and Headquarters are carefully surrounded by spies who take care that no information shall reach the foreigner, unless such as they themselves have concocted. Although companions are apt to become odious, we yet may contrast the state of Canton under the Allied Commission in 1859-1861 with that of Chihli at the moment. In the former case the Commissioners placed the administration, under careful guarantees, in the hands of the previous local officials, whom they made personally responsible. That this personal responsibility was not a mere nominal thing we may point out from the incident of the imprisonment of Pui Kwei for accepting bribes. The result of the system was that the Chinese themselves acknowledged that the city had never been better governed. The opposite system of attempting personal government with inadequate knowledge has proved something very like a failure in Chihli.

On Saturday a coolie fell down the hold of the steamer *Diamond*, and sustained serious injuries. He was removed to the Tung Wah Hospital by his friends.

During the 48 hours ending at noon yesterday there were reported 24 fresh cases of plague, with 20 deaths (all Chinese); and one fresh case of small-pox, with one death (Chinese). Last week's figures were:—Plague, 65 cases, 55 deaths; small-pox, 7 cases, 5 deaths.

Plant sales from the Botanic Gardens continue to increase, as during 1900, 3,451 plants were disposed of, being an increase of 641 over the previous year's sales. Of these, nearly 3,000 were sold for decorative purposes, no less than 2,042 maidenhair ferns being included in this number.

To-day H.E. the Governor, Sir Henry A. Blake, G.C.M.G., accompanied by his A.D.C. and Private Secretary, goes to Macao to return the visit by H.E. Senator J. M. de S. Horta Costa three months ago, on the occasion of the memorial service to Her late Majesty Queen Victoria. His Excellency will probably proceed to Macao by H.M. torpedo-boat destroyer, *Janus*, returning the same day.

We learn from an authoritative source that, in the recent collision with H.M.S. *Glory*, H.M.S. *Centurion* was not at fault, and that the *Glory*, that she was not four cables off, that on the second impact the *Centurion* was not damaged below the water line at all, and that the impact was on the opposite side of the ship and therefore not within the same water-tight space. Moreover, we are informed that the damage is not greater than was at first reported. We are glad to learn that this is so.

There is a good deal of ber-ber just now in Bangkok.

M. Dejean de la Balle, formerly French Consul at Mianmar, has been appointed Consul at Honolulu.

The authority of the Justices of the Peace at Saigon has been extended over the neighbourhood of Cape St. James and the province of Baria.

The Telegraph Companies announced yesterday that owing to the interruption of the Amoy-Shanghai cable, there will be considerable delay on telegrams to and from North China and Japan.

The sailing ship *Baldwin*, of Dublin, has been posted as missing. She left Yokohama for the Fagot Sound on 4th October last with Captain Dyke in command. She was an old trader to the Far East.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 429 non-Chinese and 134 Chinese, the latter by 57 non-Chinese and 2,063 Chinese.

The American ship *Edward Sewall*, a sister vessel to the *Benjamin Sewall*, which was driven ashore at Wanchi during the November typhoon, has been fixed to fill an oil charter from New York to Shanghai at 28 cents a case.

The Hon. Treasurer of the Allied Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Anonymous Chinese ... .. \$50

Do. ... .. 10

One tie was decided yesterday in the Lawn Tennis Single Handicap, B. Class, when C. M. G. Burns, scratch, beat A. B. Rouse, over 3/6, (6-1, 6-4). To-day's fixtures, at 4.30 p.m., are:—Cox v. Johnson, Yeats v. Cowie, Slade and Pinckney v. A. and H. Humphreys, Smith and Griest v. Burns and Rouse.

The Yokohama Law Court proposes to organise in its premises a public exhibition of articles which have served as evidence in the principal criminal cases which have occurred since the Revised Treaties came into force. The authorities have already collected a few articles connected with celebrated affairs.

A Paris telegram of the 21st instant refers to British, American, and the German official despatches to the effect that in the configuration of the Imperial Palace at Peking the most effective aid was furnished by the French under command of Colonel Marchand. Count von Biliow has thanked the French Government for the devotion displayed by Colonel Marchand and the soldiers under him.

The death from plague of two French soldiers is reported from Kwanchowan. It is stated that the inhabitants are protesting against the Government for denying the existence of any plague at Kwanchowan and refusing to take any preventive measures. *Le Courrier d'Haiphong* makes a vigorous attack on the authorities and comments severely on the fact that the Administrator of the territory has left the place on a voyage of unknown duration.

A Lefan telegram from Peking on the 22nd ult. says: "Several progressive Chinamen, after consultation with the Japanese officers, have established a school here under a Japanese principal for Chinamen who have obtained their literary degrees. The principal promises that with diligence under his instruction the pupils will be masters of the Japanese language within three months' time, after which it will be possible for them quickly to acquire Western sciences through Japanese translations. The curriculum is to include history, mathematics, philosophy, law, and medicine. There are already over 100 pupils. The scheme indicates the possibility of an alliance between the progressive Chinese and the Japanese."

During the year 1900, 623 trees were reported to the Botanical and Afforestation Department as having been illicitly cut down and removed. This is slightly less than the number (640) for the previous year. The forest guards brought forward 54 cases, and obtained 49 convictions, against 25 cases and 24 convictions in 1899.

It is stated that the year was fortunate as regards fires, only 25 being reported, with a destruction of 2,067 trees, compared with 52 fires and 13,229 trees in 1899. Eight of the fires did no damage to trees, only grass being burnt. A fire which destroyed 600 trees occurred near Tytan Reservoir, and was caused by a party of Europeans picnicking on 26th December. Many of the fires are undoubtedly caused by the careless use of matches by pedestrians, and this is probably how the fire near Pokfulam occurred, which destroyed nearly 800 trees.

The following paragraph occurs in the report of Mr. W. J. Titcher, Acting Superintendent of the Botanical and Afforestation Department, under the heading of "Public Recreation Ground, Kowloon":—"A piece of land immediately to the north of Austin Road, and east of Garden Lots 21 and 48, comprising about 11 acres, was placed under this Department for converting into a public recreation ground, and a vote of \$2,000 has been placed in the Estimates to commence the work in 1901. After the land had been placed under this Department, the Kowloon Bowling Club made an application for a piece of ground (39,000 square feet) on the site of the proposed recreation ground, and obtained a lease from the Government for the same. The original plans, therefore, of Mr. Ford for draining and laying out the ground, will have to be abandoned, and others substituted."

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 29th April, 12.50 p.m.

## SERIOUS BATTLE NEAR GREAT WALL.

Count von Waldersee reports serious engagements at the Great Wall between four columns under the command of General Kettler. The Chinese were commanded by General Lien. The latter fought stubbornly and suffered severely. They were everywhere repulsed, and were pursued to Kukan.

## GERMAN LOSSES AND GAINS.

The German casualties were seven killed and thirty-two wounded. The Germans captured eleven old and two new quick-firing guns.

## FURTHER ADVANCE.

The French troops remain at Kukan. General Kettler is marching on Paoingfu.

LONDON, 29th April, 5.40 p.m.

## LI APPEALS FOR AMERICAN CHARITY IN SHANSI.

Li Hung-chang has cabled to the *Christian Herald*, New York, that eleven million people are affected by the famine in Shansi and that relief is urgently necessary.

## GENERAL NEWS.

LONDON, 28th April, 5.40 p.m.

## THE MARKETS.

Cotton prices in Liverpool and New York are slightly higher. The American iron and steel markets continue very busy.

## THE STRANDED "SOBRON."

The Foochow agents of the P. & O. S. N. Company are arranging for the remainder of the stranded liner's passengers to come down to Hongkong either by the *Fookiang*, leaving yesterday, or by the *Arging Maru*, leaving tomorrow.

There is no definite news so far to hand regarding the steamer, but it is believed that no change has taken place in her position. Latest advices from the scene of the accident state that the weather is still calm, with a north-east breeze blowing. The glass is falling. The report of Captain Goddard, who left on the *Balaerat* on Saturday to survey and report on the position of the *Sobron*, is now awaited. The *Balaerat* was due to arrive at Tung Yung Island at five o'clock yesterday morning, and Captain Goddard has instructions to wire at once all that there is to report. This report, Mr. Ritchie courteously informed us, would be sent in for publication.

## HONGKONG COAL SUPPLY.

For some time there has been considerable gossip in shipping circles in the Colony as to the supply of coal necessary for the British fleet in Chinese waters, and that already provided for the ordinary consumption of fuel for the world's mercantile marines passing north and south of the China Sea. For the Naval Dockyard Welsh coal has generally been imported, and Nagasaki coal has been brought in for the use of the ordinary tramp as well as for the usual steamboat mail services. From telegraphic advices which have reached Hongkong, New Zealand has entered the field, and already large shipments of coal have been effected, and are now on their way to China. The British Admiralty have given orders for the construction of two cargo-boats which are to run between Hongkong, Weihaiwei, Wellington, Auckland and other New Zealand ports with coal, and it is on the *tapie* that others are to follow. Anyhow, it is a certainty that New Zealand is now to supply the British possessions in China with the greater part of its coal, not only for the use of the Government but for the mercantile marine generally.

## THE THEATRE.

## "THE BRITON BURGLEY."

Again is Mr. Brough the first to produce a piece in Hongkong, this time *The Briton Burgley*, by Fred. W. Sydney, having the distinction. It is farce of the most farcical kind, coming under the same head as *Charles's Aunt*. It has run the gauntlet of the London, American, and Australian critics, and in every case has come out with flying colours. Of the nonsense which is said to be relished by the wisest men, there is enough and to spare in *The Briton Burgley*. It is said to be one of the jolliest and absurdest of mad farces—one of those tangle webs of triviality that amuse persons who can't remember afterwards what they laughed so heartily about. The trouble is with a doctor, who, accompanied by a bachelor friend, has spent a hilarious evening at Brixton, with certain sisters, two Queens of the Air, one of whom was married, while the other was indifferent. The adventurous doctor not only has to explain his absence to his wife, but also to his mother-in-law. The complications which arise need not be detailed, but suffice it to say that they are as numerous and as amusing as can be wished. The stage lar of course plays a very strong part in the progress of the piece. *The Briton Burgley* will be given this evening only. Tomorrow night, the theatre will be closed, and on Thursday *The Amazons* will be staged.

## DEPUTATION TO H.E. THE GOVERNOR.

CANTONESE GRATITUDE FOR LAST YEAR'S ASSISTANCE.

An interesting ceremony, and one calculated to promote Anglo-Chinese good-fellowship in South China, took place at Government House yesterday forenoon, when a deputation of Cantonese medical students of the Tientsin Medical College waited on H.E. the Governor to present an address expressing their gratitude to H.E. for the assistance rendered last year to the Cantonese at Tientsin. It will be remembered that H.E. guaranteed the cost of the passages south of Cantonese desirous of leaving Tientsin (where they were at least in as much danger from the Boxers as were the European residents), while the money was raised by subscription among the leading Chinese merchants here. The deputation yesterday was introduced by Mr. Ts'oi Yen-shan, and after they had been received by His Excellency presented the following address:—

Hongkong, 26th April.

YOUR EXCELLENCY.

We, the undersigned medical students of the Tientsin Medical College, do hereby desire to thank Your Excellency for the kind thoughts of us and our welfare during the troubles at Tientsin when we were placed in imminent danger.

Through your timely despatches and instructions to the British Officers in authority up the north, we were placed in comparative safety. Indeed, through our own safety we were in a position to render some help to the sufferers, both natives and Europeans. This is due to Your Excellency's endeavours, and not to anything we dare to boast of.

We humbly wish to place our gratitude on record and sincerely hope that Your Excellency will accept not only our own thanks but also that of our families and countrymen.

We have the honour to be, Your Excellency, your Excellency's most obedient servants,

YAU KING-SHAM,  
HSIAO CHIN-AU,  
WOO WAI-U,  
WONG HAN-TOO,  
LI SHU-WING,  
WOO CHI-FIN,  
TRUE YING YANG,  
KWAI KING SING,  
WAI PING MAN,  
TONG FUO-MAN,  
TSO U HIM,  
LUENG KING CHEONG,  
WONG YUN SHIU.

To H. E.

Sir HENRY A. BLAKE, G.C.M.G.,

Governor of Hongkong, etc., etc., etc.

His Excellency then replied as follows:—

Gentlemen,—I assure you that it gave me very great pleasure to be able to assist you and the Cantonese people who found themselves exposed to danger from the Boxer movement in the North, and I congratulate you on your escape from that sorely harassed portion of China. The misguided men who entered upon this anti-foreign movement must now see how wicked and foolish was an outbreak of hostilities that has already cost China hundreds of thousands of lives, and will cost her hundreds of millions of Taels. When you return to your homes you will be able to appreciate the blessings of peace, so happily preserved in the Southern provinces, and I hope the day is not far distant when you may be able to resume your medical work for the future of China is in the hands of these young men who are now devoting themselves to scientific and economic studies. I am glad to learn from you that you have all been at one time students of Queen's College, as you give a most agreeable evidence of the usefulness of that institution. I thank you for your expression of good-will, which I heartily reciprocate, not alone towards you, but towards the Chinese people, in whose welfare the King and the people of Great Britain have always taken a friendly interest.

The deputation then withdrew.

## SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 18th April.

THE "MAU HANG" IN QUARANTINE.

The steamer *Mau Sang* arrived here on the 9th inst. with a case of small-pox amongst the deck passengers; as a result fourteen days' quarantine were declared, but this was afterwards reduced. The passengers were all taken to the Coble Island, Bohalla, the sick man to the small-pox hospital, all cargo likely to be damaged by sulphur fumes was sealed up in one hold, and the balance of the cargo, including the ship from end to end, was thoroughly disinfected. The ship was then released, after some 4 or 5 days quarantine, and the isolated cargo was landed on the 18th inst., 14 days after leaving Hongkong. All things considered, the ship was very lucky to lose but the few days referred to.

## HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

Undoubtedly are the best scores made in this competition on Saturday. The handicap men are well in evidence—why do they not enter for the cup? They always have a better chance than the scratch men. Let us see a proper sporting spirit! "Never venture, never win." This is Mr. Cramer's second win in this cup.

	700	800	Handi-
	yards.	yards.	cap.
Mr. F. Penning	42	44	10
Mr. J. J. Andrews	43	41	10
Mr. J. Dwyer	39	40	15
Mr. J. H. Varcoe	41	32	30
Mr. J. Cramer	43	43	—
Mr. C. Cameron	33	37	15
Sergeant Wake	44	43	—
Mr. J. Fildon	44	44	—
Q. M. S. Wallace, R.E.	42	44	—
Mr. A. Mackenzie	45	40	—
Mr. D. McLennan	40	39	—

Winners of spoons: + Winner of cup.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 29th April.

Sir,—Will you allow me a little space in your widely read paper to reply to your correspondent C.V.L.? The fact which I alluded to in my letter of the 22nd instant, is fully described by G. Eug. Simon in his work *La Cité Chinoise*. The author, who was representative of France in China, mentioned even the names of the missionaries who attempted to rob the Royal graves in Corea, with such disastrous consequences. I have heard that this missionary was a bishop or vicar-general. Mr. Simon also explained the cause which led to massacre of Tientsin in 1870. It was not, as generally reported, because Chinese thought that sisters of charity bought children to extract their eyes for medical purposes. I do not see why C.V.L. should sneer at those who, having devoted for many years some spare hours to the study of Sociology, venture to express means of securing a durable peace and prosperity in the Far East. The system adopted by modern missionaries, has proved a complete failure, and brought on wars and great calamities. It is most unchristian, inhuman and useless to resort again to brutal force. Mr. Michie in his very instructive lecture, lately delivered at the City Hall, has pointed out the evils. Why should not the Great Powers try to remedy them? Will C.V.L. explain why it is that as a rule, only the missionaries of the Great Powers that get in troubles with the Chinese? I have read in an American magazine that Bishop Piazzoli, who knows Chinese well, told a reporter of a paper in Milan, that in his opinion the missionaries should not be under any protection whatever. This is the humble and admirable tenet of primitive Christianity.—Yours, etc.,

## "OCCASIONAL CORRESPONDENT."

TO THE EDITOR OF THE "DAILY PRESS."

28th April.

Sir,—If I may revert for a moment to my letter in your issue of Monday last, 21st April, I must acknowledge the justice of your correction. I should have expressed myself more correctly had I said that I took exception to what appeared to me the assumption, or intimation, which seemed to accompany your remarks, that certain missionary bodies, more or less particularised, did actually hold the

principles, and knowingly lent themselves to the policy, which you justly characterised with forcible terms.

And now, will you kindly let me refer again to a point in Mr. Michie's lecture. It may not be a matter of great importance in itself, whether or not the Jesuits plotted against a Chinese Emperor in the 18th century, but it is of some importance in Mr. Michie's argument, as it was referred to as showing that missionaries are inclined to forget their proper sphere and functions, and give themselves up to political intrigues. There were only three Emperors of the 18th century against whom the Jesuits could possibly have plotted: Kang-hsi, who reigned until 1723; Yang-shing, 1733-1735; Kien-lung, whose reign lasted to within four years of the end of the century, when the Jesuits, for a very good reason, were no longer able to plot. Under each of these three Emperors, the Jesuits were at court as astronomers and in other capacities, and enjoyed unobstructed marks of imperial favour and protection. It would be, then, to say the least, interesting, were there any evidence that they had over-plotted against the Emperor, without losing the privilege of remaining in the capital, when all other missionaries were banished. I am far from contesting Mr. Michie's position concerning the harm arising from the mixing of religious and political questions. I only judge it unfortunate that some of his references may not be entirely exact. This one, for instance, and perhaps another, to which I may refer on another occasion.

While looking over some notes on the missions of the 18th century, I came upon rather an interesting account of one who I think must be considered the first English missionary to China. Strangely enough he was a Jesuit, and he went under the name of Pater. His real name, however, was Andrew Jackson; he was born in Oporto, of English parents. He came to China in 1716, at the age of twenty-six, and after finishing his studies and taking orders at Macao, he worked for upwards of twelve years in the southern provinces. In 1725, he was called to Peking on account of his proficiency in mathematics, and was placed on the board of astronomy, where he remained until his death in 1743. He is described in the letters of his companions as a person of great prudence and of most winning manners. These excellent qualities of character, together with his scientific accomplishments and his mastery of the Chinese language, made him an acceptable person to the Emperor Yang-ching, hostile as that Emperor was towards the Christian religion.—Yours, etc.,

SAM-PA-TSAL.

Writing in the *Times* on the subject of the proposed partitioning by the Admiralty of some of the British coaling-stations, Admiral Vesey Hamilton points out that the Governor of a colony is *ex officio* commander-in-chief of the military forces in it, and troops cannot be moved in it or removed from it without his sanction. He presumes, therefore, that the Marines to be substituted for soldiers, would likewise be under his orders. If so, a bone of contention would exist between the naval commander-in-chief wanting the Marines for naval purposes and the Governor requiring them for local duties. The colonial populations on this point should be carefully studied before a revolutionary change is even proposed. In a maritime war the naval commander-in-chief must be unfettered by any colonial responsibility, and his sole thought on the sea—a heavy enough responsibility for one man. It is an old military ad, condensed the Admiral to increase the efficiency of the Army by decreasing that of the Navy.



## POLICE COURT.

Monday, 29th April.

BEFORE MR. HAZELAND.

LOOKING FOR BUSINESS.

George Frind, when charged with being a vagrant, said: "Beg your pardon, sir, I was up at the Peak looking for business, and I never asked money from nobody."

His Worship said: "I don't know what sort of business you expected to find there."

Lance-Sergeant Kerr—I arrested him about 1.30 p.m. on Saturday. He had no money, and was begging from door to door.

The defendant was committed to the House of Detention as a vagrant.

RETURNING FROM BANISHMENT.

Chun Hi was banished from the colony some time ago, but a longing for "familiar scenes and faces" came over him, and on Saturday he returned from Chinese territory. Unfortunately for him, however, a Chinese detective with a good memory for faces saw him, and took the unwilling exile into custody.

He was charged with returning from banishment, and sentenced to a year's hard labour.

"WHAT'S IN A NAME?"

On Saturday night a sun-tanned old Chinaman led another, whom he held by the queue, into the charge-room at No. 2 (Wanchai) Police Station, and charged him with stealing a jacket, valued at \$1.10.

Inspector—What are you?

Complainant—In a cage.

Inspector—Captured what?

Complainant—No, 3 fast boat.

Inspector—And what is the defendant?

Complainant—He is the head of the crew—the boat.

On the one being heard at the Police Court, the "boat" was convicted and sentenced to three weeks' hard labour. The "captain" departed with the dignified bearing of one who had performed a great public service.

BEFORE MR. KENT.

STEALING FROM A SHIP.

Robert Christian, of Ireland, residing at the Sailors' Home, was charged with stealing from a shipmate at the Home one silver watch, one watch-chain, and two half-crowns—total value, £3. 5s.

Both men, it appeared from the complainant's evidence, were in liquor, and there was a great deal of uncertainty as to whether the watch and money had been lost or stolen. The complainant raised the articles in the morning, and reported to the police. Sergeant McHardy went back with him to the Home, and the defendant, who had just awoke from a drunken sleep, was taxed with and admitted the theft. As the sergeant said to his Worship, the defendant was stupefied with drink, and had no knowledge of what he was saying.

The principals came to an understanding on the matter, and his Worship, who was obliged to accept the statement made in the dock by the defendant that he took the money, but not the watch, ordered him to be held in custody till the rising of the court.

## GERMANY AND MANCHURIA.

Among Count von Bulow's remarks in the German Reichstag last month, when the supplementary estimates for the expenditure on China were being discussed, none were listened to with more interest than those concerning Germany's position with regard to Manchuria. The Imperial Chancellor said:—

"The Anglo-German Agreement has no reference to Manchuria. (Hear, hear, and a sensation.) This is shown by the very wording of the Agreement. I stated before that this Agreement contained no secret arrangements or clauses. I can now add that during the negotiations which led to the conclusion of this Agreement we left no room for doubt that we did not take it as applying to Manchuria. In Manchuria there are no German interests worth mentioning. It is not a sphere of German missionary activity; German traders or Germans of any class can only be found here and there in the trading-centres of Manchuria. As regards the future of Manchuria—really, gentlemen, I can imagine nothing which we regard with more indifference. (Hear, hear, on the right.) On the other hand, it is our interest that at the present moment, and until her obligations to the Powers are settled, China should not unduly diminish her resources. China is in the position of a debtor of the Powers, who owe them a very large sum, and who is a debtor who is arranging with her creditors but has not yet got a settlement. The creditors have an interest in seeing that the debtor does not give away too much in fraudulent transactions. We have, therefore, like other Powers, stated in answer to a question of the Chinese Government that at the present moment and so long as China has not fulfilled the conditions imposed upon her in the collective Note of the Powers we should regard with regret agreements which China should conclude, no matter with whom, in so far as they would tend to diminish her resources materially. One of the reasons for our reply was the circumstance that private companies have recently begun to take advantage of the present position of China in order to extract all sorts of concessions from the Chinese Government. If this went on in the present fashion, China—the Chinese debtor—would come to resemble a squeezed lemon long before we had got a single drop of the juice. I see no reason why I should not read the dispatch which I addressed a few days ago to your lordships' representatives abroad. It is as follows:—

"The text of a statement which was handed in writing to the Chinese Minister in Washington has been given me by the American Ambassador (in Berlin). It conveys to China the urgent advice to pursue, as she has hitherto done, the course of dealing with the Concert of the Powers, and not to coincide with a single Power agreements which involve the abandonment of territory, or which imply financial obligations. The latter way of doing business is characterised by the words 'improper, inexpedient, and extremely dangerous.' The American statement apparently represents the reply to some overture on the part of China. The Chinese Minister in Berlin similarly intimated here yesterday in accordance with his instructions that China was being vigorously pressed by Russia to ratify the Manchuria treaty."

The German Government recommends the Chinese Government to submit all its suggestions to the diplomatic conference in Peking, all the more because the allegations of the Chinese Minister are in direct contradiction to other statements which have reached the German Government from trustworthy quarters."

A bevy of fashionable New York ladies had what was described as a "glistening" boat on a Vermont farm. Each dressed herself in a rustic costume, and went in for a hard day's work in picking up ears of wheat in the fields.

The ladies secured by the sweat of their brows a respectable quantity of grain. This was threshed and ground and made into bread, and served to inmates at afternoon teas during the New York season.

## REMOVAL OF CAPE D'AGUILAR LIGHT.

The following is the most important part of the correspondence published in the *Gazette* with reference to the proposed removal of Cape D'Aguliar Light to Green Island:—

M.E. THE GOVERNOR TO MR. CHAMBERLAIN.

Government House, Hongkong, 25th August, 1900.

Sir,—I have the honour to forward copy of an extract from the Harbour Master's report for the year 1892, in which he originally suggested the improvement in lighting the approaches to this harbour by the interchange of the lights referred to. The estimated cost of removing Cape D'Aguliar Light to Green Island and the latter light to Cape Collinson having been ascertained to be \$5,000 and \$7,000 respectively, owing to the necessity of reconstructing the towers at both places to make them suitable for the lights which were designed for different elevations; as is shown in the attached paper of descriptive particulars, I took the opinion of the Chamber of Commerce as to whether the expenditure involved would be justified by the advantage gained.

In their reply of the 10th instant, a copy of which I append, they stated that after having obtained the opinion of experts they believed the advantage would greatly outweigh the cost, and further suggested the substitution of revolving or flash lights for fixed ones (which the latter it is intended to use) as provided the cost involved were not excessive.

I attach a copy of a report on this suggestion by the Acting Harbour Master, who is in favour of the proposal, but before taking further steps in the matter I think it would be well to consult Captain Ramsey, who is now in England. If he is in favour of the substitution of the lights suggested by Mr. Basil Taylor I have to ask that you will obtain the opinion of Messrs. Chance Brothers of Birmingham, the makers of the lights, as to the feasibility and cost of converting the lights.

In the meantime I shall submit with the Estimates a sum to cover the cost of the construction of a new tower, 200 feet above sea level, on Green Island, to take the D'Aguliar Light.

I do not propose to recommend that the work of shifting the Green Island Light to Cape Collinson should be proceeded with next year; and the placing of the Collinson Light at Kowloon Point is probably not now necessary.

If it is not found to be necessary the light could be sold, and it might be well to ascertain from Messrs. Chance whether it would be worth sending the apparatus to England for sale or whether they would allow the Government anything for it.—I have, &c.

MR. CHAMBERLAIN TO M.E. THE GOVERNOR.

Downing Street, 1st February, 1901.

Sir,—With reference to your despatch No. 390 of the 25th August last, relating to the proposed improvement in lighting the approaches to harbour of Hongkong I have the honour to transmit to you a copy of correspondence on the subject, as noted in the margin.

2. Messrs. Chance Brothers anticipate no difficulty in converting the Cape D'Aguliar and Green Island Lights from fixed to occulting lights. They have pointed out that the apparatus which they supplied for Green Island in 1874 was supplied with a set of condensing prisms, which they presume will not be used when it is transferred to Cape Collinson.

3. Messrs. Chance Brothers have in preparation a drawing, which will be transmitted direct to you by the Crown Agents for the Colonies when it is received, with the purpose of ensuring that the dimensions are furnished correctly.

4. The firm are unable to make any offer for the gun-metal portion of the Cape Collinson light, except at scrap price; and they presume as good a price could be obtained in Hongkong as in England. The apparatus has been in use for 25 years, and the optical portion is therefore probably slightly discoloured, and for this reason unsaleable.

5. It does not appear that any vote for the construction of a new tower on Green Island has been placed on the 1901 Estimates; and it will, therefore, be necessary to take a vote in Council, if it is decided to accept Messrs. Chance Brothers' offer and proceed with the transfer and conversion of the lights.—I have, &c.

J. CHAMBERLAIN.

CAPTAIN MURRAY RUMSEY'S OPINION.

The Esplanade, Kildwick Grove, Blackheath, 13th October, 1900.

Sir,—I have the honour to acknowledge the receipt of your letter with enclosure dated 9th instant on the subject of the Hongkong Lights, desiring my views upon a suggestion by the Acting Harbour Master thereon.

I am of opinion that if the Lights in question can be fitted with a flashing or occulting arrangement at no very great cost it would be an advantage, and I consider that the interior proposed by Mr. Taylor are suitable.

I would like to suggest that an opinion be obtained from Trinity House as to any practical disadvantages which might result from placing the Lights in question at a somewhat higher or lower elevation than they were designed for.

Green Island Light is now 95 feet above high water; it will hardly be practicable to keep it at that height when it is moved to Collinson, where the point on which the buildings stand is higher than 100 feet.

Again, D'Aguliar Light, though designed for 200 feet, might perhaps be of all practical purposes as efficient if placed on Green Island at a lesser height, and thereby a saving of expense in the construction of the tower. In either case it is necessary that after the change these Lights should show to their designed limit of 23 and 14 miles respectively.—I have, &c.

(Signed) R. MURRAY RUMSEY, Harbour Master, &c., Hongkong.

P.S.—The enclosures to your letter under reply are returned herewith as directed.

R. M. R.

The Under Secretary of State for the Colonies, TRINITY HOUSE TO THE GOVERNMENT OFFICE.

London, E.C., 10th November, 1900.

Sir,—I am directed by the Elder Brethren to acknowledge the receipt of your letter dated 23rd ultimo, forwarding copy of correspondence relative to the lighting of the approaches to the Harbour of Hongkong.

In reply I am to acquaint you, for the information of Mr. Secretary Chamberlain, that the Elder Brethren have given the matter their careful consideration, and are of opinion that it would be a decided improvement to the lighting of the approaches to Hongkong if Commander Ramsey's proposals as to Green Island and Cape Collinson were carried out. They would therefore recommend that a new tower be erected on Green Island, adjacent to the present one, and the disused lantern and apparatus from Cape D'Aguliar fitted therein, the focal plane of the light to be 110 feet above high water, so that it may have a

range of visibility of 16 miles, and they are further of opinion that the light should be occulting, giving one occultation of three seconds duration every 20 seconds.

They also recommend that the Fourth Order Lantern and Apparatus now in use at Green Island be transferred to Cape Collinson, and a new structure erected there for the purpose, adjacent to the present building, the focal plane of the light to be the same as at present, viz., about 200 feet, and the Elder Brethren are of opinion that this light also should be occulting, giving one occultation of three seconds duration every 20 seconds.

In reply to your enquiry as regards the elevation of the lights, I am to state that for practical purposes their effect will not be impaired if exhibited at the heights suggested. If it is decided to adopt the suggestion as to the lights being occulting, I am to request that this may be stated when the requisition for the supply of the necessary machinery is made.

The original documents accompanying your letter are returned herewith as requested.—I am, &c.,

(Signed) CHAS. A. KENT, The Under Secretary of State, Colonial Office.

MESSRS. CHANCE'S ESTIMATES.

30th December, 1900.

CAPE D'AGUILAR FIRST ORDER LIGHT.

Occulting gear for changing the present Fixed Light into an Occulting Light, to produce occultations at intervals to be decided upon, comprising:—Clockwork complete, with driving chain, and spare chain, lead driving weights, snatch block and back balance chain, sheet-iron dropping cylinder, over-head gear springs, chains, brackets, adjustable clip brackets, bushed brackets for over-head gear, pay for crank disc, square chain, two square spiral springs, two spare chain pulleys, one spare double-ended lever, one spare trigger, spare screws, &c.

To be set up and tested in our Works. Packed and delivered f.o.b. in London for the sum of £410 (Four hundred and thirty pounds).

GREEN ISLAND FOURTH ORDER LIGHT.

Occulting Gear, &c., exactly as above. Packed and delivered f.o.b. in London for the sum of £125 (One hundred and twenty-five pounds).

We should require to know the period desired for the occultations how many seconds dark and how many seconds light. Also the diameter of the burner to ensure correct size of the dropping cylinder.

A weight tube for conducting the driving weights should be provided in the tower.

CHANCE BROTHERS &amp; CO., LIMITED.

## IMPERIAL DEFENCE.

SIR JOHN COLOMB'S VIEWS.

An interesting series of articles on "Imperial Defence" has been appearing in the columns of the *Daily Graphic* over the signature "C. B." One of the most recent describes an interview with Sir John Colomb and is well worth reproducing. C. B. starts by recalling a remark made to him by an ex-First Sea Lord of the Admiralty concerning Mahan's works:—

"It has all been said before by the two Colombas, but the public would not listen." Reformers owing their inception to the persistent advocacy of Sir John Colomb, such as the invaluable Naval Intelligence Department, came piecemeal. It is only when one takes a calm survey of the whole thirty years' campaign against official indifference and public apathy that one realises the full measure of the services of the ex-marine artillery officer, who quitted the Navy because an unenlightened Board of Admiralty could not appreciate Walter Raleigh's principle that discussion is the essence of progress. C. B.'s interview commences:—

"Yes," said Sir John Colomb when I hinted at this episode, "I had a bad quarter of an hour with an Admiralty official, who made it distinctly clear that to examine principles of British defence was revolutionary, and to discuss preparation for war was to upset the Service. With more firmness than courtesy I was made aware that I must shut about the Service, or cease to write 'this sort of stuff.' So I left. There were more than thirty years ago. My criminal views are now the commonplaces of British policy, with this difference, that I am now driven to protest against reckless and wasteful expenditure resulting from an exaggerated application of the views."

THE SPEEDY POLICY.

"Are we not terribly hampered by our past mistakes?"

"Yes. During the last forty-three years War Office policy has been founded on false issues. By frightening the taxpayer about invasion at home and the great military descent from the sea abroad, the War Office has succeeded in extracting from our pockets some forty millions sterling for works, and several scores of millions for military forces to sit down and wait in the works for great attacks that cannot possibly be delivered until we have lost sea command. During the first part of this period money that should have gone into the fleet was diverted to military works, and during the whole period similar financial causes reduced the fleet army to swell the garrison army. Even the War Office has learned from South Africa that an adequate and effective fleet army for over-sea service is of the first importance."

"A lesson that has corollaries?"

"Quite so; for they are now trying to run two mutually-destructive policies. The first is based on the assumption that the Admiralty cannot secure sea safety, and therefore the War Office must provide gigantic works and huge sedentary forces to man them. The second policy is founded on the assumption that the Admiralty can secure the sea, therefore the War Office must provide a great field army for service abroad. Just think of the enormous cost to the taxpayer of these policies."

"1. Fleets to preserve command of the sea."

"2. A field army because we can secure command of the sea."

THE TRUE FAITH.

"And what must be done to save us from utter failure?"

"Let us reduce as soon as possible the incumbering by the country of gigantic works and great sedentary garrisons. Give up dreaming of the military defence of London, and buckle to the work of adapting our military forces to meet our military needs in any one of those continents in which we have great land frontiers."

"The true faith is 'a supreme Navy and mobile army'?"

"The shields and the spear."

"Yes, that is my old maxim. 'The Navy is the shield, and the army the spear of our Empire.' The complex work required for the shield has been admirably dealt with in the *Daily Graphic* articles. Look at the War Office idea of the spear! It so contracts the spear as to secure that the major part of its material shall be behind the shield instead of in front. Measured in man power its total extent is 680,000, and 435,000 are fixed at the butt, behind the shield, leaving 245,000 men and boys for the spear head. The Pall Mall idea of

a good all-round weapon is not one for thrusting home beyond the shield. It may be fearfully costly and unwieldy, but it gives confidence to the old women of both sexes, when the War Office with official pride explains its use is to afford them safety among their washed clothes in suburban back-yards when the day of the Empire is done."

THE NEEDS OF THE NAVY.

"And now as to the needs of the Navy?"

"As regards the army the principles of construction are laid; that is not so with the Navy. The army has been reconstructed, the Navy does not. What the Navy does want is development, not merely of its external strength, but of its internal arrangements, for better securing perfection in all parts of its necessarily complex structure. In my judgment the only sound lines on which to proceed are those applicable to the Empire, the Navy, and to the Army alike. Take the Navy as a whole, and examine the places to be filled, and train the force to fill them. For purposes of illustration, take the position of the naval officer's training and education. During the service careers of many officers there has been a complete transformation in ships and weapons. Therefore the naval officer and his training must be different from twenty-five years ago."

NAVAL TRAINING.

"The serious aspect of the present naval situation is the uncertainty and variety of opinions on naval training and education in the naval service itself. It is not surprising, however, when it is remembered that the youth of the senior officers was passed and their views were formed under conditions which have vanished. Germany and Japan, starting navies under modern conditions, have no prejudices of the past in conflict with the necessities of the present to overcome. The difficulty of our Admiralty in dealing with this vital question of entry, education, and training is great. It is because I know this, and because I am fearful of the danger of halting between two opinions on a matter of supreme moment to the Navy and the nation, that I determined to raise the question on the Navy Estimates—whether it would not be wise to refer the question of entry, education, and training of officers and men to a Royal Commission."

"THE FAITH THAT IS IN ME."

"And now, Sir John, will you give me your guiding ideas on preparation for war?"

"Roughly, my articles of faith are—

1. Local or passive defence, as a leading principle of British defence, is a wasteful and pernicious fallacy.

2. Imperial defence is the only true gospel.

3. Co-operation, and the combination of the resources of all parts of the Empire under a comprehensive scheme, is the only programme which offers any real prospect of the British survival in international perils plainly visible ahead."

"Sir John Colomb was good enough to promise to extend this summary by a written argument, which I give below."

NOTE BY SIR JOHN COLOMB.

In the practical application of this doctrine I appeal to elementary principles as the only true foundation of any scheme. We must look at the Empire as a whole, in its geographical, economic and political aspects, and apply to it a whole this eternal law—that success in war depends upon being in the right places at the right times with the right forces. Geographical conditions fix the places and the nature of the forces, and therefore their distribution. It is the business of organisation to produce at the right times the right forces distribution demands. "Oceans roll between our provinces," and the roads of our Empire are the paths of the sea. Every part of the Empire is in a greater or less degree dependent upon the freedom of the sea. The heart of the Empire cannot beat if the arteries and veins of Empire are cut; it can have no independent existence unless in touch with the outside world. Thus the element of place determines that the distribution of war forces necessary for the safety of the Empire as a whole, and of each of its parts, is primarily on the water, and not on the land, and the nature of the war forces first and chiefly concerned is naval and not military. Now, no territory can of itself command, or threaten the command of, water beyond gun range distances from its coasts. What is movable on the water, not what is fixed on the land, does so. Hence naval strategy differs essentially from military strategy in this—in sea warfare all objectives are movable, while in land warfare they are not. In one campaign they are the only objectives, in the other territorial positions lost or gained determine failure or success. In land campaigns topographical features rule possibilities and probabilities, while the surface of the sea offers perfect equality of natural conditions to both sides. Our freedom depends upon what we have done for ourselves, not what nature has done for us, while the freedom of Switzerland is mainly due to advantages conferred by nature. We must secure the freedom of the sea on our terms. That means we must be able in war to deny the freedom of the sea to our enemies. This we can only do by being ready to place on the water the right forces at the right place, so as to leave only two possible courses to the enemy's fleets and squadrons—that is, to remain in port or fight with great odds against them. If our naval force and its organisation cannot fulfil that obligation of distribution, the existence of the Empire will probably depend upon accident and chance. No amount of fixed works and military force can then help us. Presumably we are, and intend to be, able to do as to the sea as we wish, and to deny the freedom of the sea to our enemies. I now turn to the land.

In aggregate extent British land-frontiers in three continents exceed the diameter of the earth. Without the freedom of the sea we cannot, of course, defend any of them. With that freedom arrangements for the defence of any one of them become a purely military problem of applied principles of distribution and organisation. The main feature of an army intended to operate in any one of three continents must obviously be mobility. Thus from even a purely defensive point of view, and for wholly different reasons, mobility is the necessity for both our sea and land forces. Passive defence is a policy foredoomed, and to contemplate defending the Empire without effective means for counter-attack is to contemplate war without possessing power to bring it to an end. The limits of naval power are reached when the enemy's flag cannot show outside the range of his shore guns. Naval "offensive defence" ends at that point, and then possibility of military "offensive defence" begins.

EXPORT CARGOS.

Per steamer *Coptic*, sailed on the 13th April. For San Francisco—183 pigs, tea, 17 cases silk. For Punta Arenas—5 cases silk. For Guayaquil—4 cases silk. For New York—183 pigs and silk.

Per steamer *Agamemnon*, sailed on the 20th April. For London—24 cases essential oil. Per steamer *Oceanic*, sailed on the 22nd April. For Marseilles—247 bales raw silk, 20 cases silk piece goods, 3 cases curries, 3 cases books, 100 pigs, tea. For Havre—234 rolls matting, 39 pigs, curries. For Lyons—687 bales raw silk.

Per steamer *Capitaine*, sailed on the 23rd April. For London—24 cases essential oil. Per steamer *Oceanic*, sailed on the 22nd April. For Marseilles—247 bales raw silk, 20 cases silk piece goods, 3 cases curries, 3 cases books, 100 pigs, tea. For Havre—234 rolls matting, 39 pigs, curries. For Lyons—687 bales raw silk.

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## SUBMARINE BOATS.

The report made by Admiral O'Neill to the Naval Department



## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have been instructed to Sell by Public Auction, under Bill of Sale, on

**SATURDAY,**  
the 11th May next,  
Off the Yaumatei Police Station, where the now lies, the

**PASSENGER STEAM LAUNCH**  
"NAM CHOW,"  
Built in 1899.

For further Particulars, Terms and Conditions of Sale, apply to—  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 30th April, 1901. [1140]

## ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW (WEDNESDAY), the 1st May, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 30th April, 1901. [1189]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's New Steamship  
"DIAMANTE,"  
Captain A. Ramsay, will be despatched as above TO-MORROW, the 1st May, at 4 p.m.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 29th April, 1901. [1136]

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

THE Steamship  
"LOONGMOON,"  
Captain Schulz, will be despatched for the above Port on FRIDAY, the 3rd May, at 4 p.m.  
This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 29th April, 1901. [1137]

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship  
"LAOS,"  
Captain Flaudin, will be despatched for the above ports on or about the 6th May, 1901.  
For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 30th April, 1901. [2]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"TIENTSIN,"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.  
Goods not cleared by the 5th proximo, at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 29th April, 1901. [1]

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Where Count von Walderssee has failed.  
France in South and West China.  
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The Commercial Losses of this State in China.  
The Crisis; Telegrams.  
Hongkong's Message to the Duke of York.  
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## ENTERTAINMENTS

## THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROUGH.  
Representative—Mr. ALLAN HAMILTON.  
LAST SIX NIGHTS

OF THE  
**BROUGH COMEDY CO.**  
**BROUGH COMEDY CO.**  
**BROUGH COMEDY CO.**

TO-NIGHT (TUESDAY), April 30th  
(One Night only).  
"THE BRITON BURLARY"

An Original Farce Comedy in Three Acts,  
by FRED W. SIDNEY.  
TO-MORROW (WEDNESDAY), May 1st,  
NO PERFORMANCE.

THURSDAY, May 2nd (One Night only).  
"THE AMAZONS"

A Farce Comedy in Three Acts, by  
ARTHUR W. PINERO.  
FRIDAY, May 3rd,  
NO PERFORMANCE.

SATURDAY, May 4th (One Night only).  
"AN IDEAL HUSBAND"

A Comedy in Four Acts, by the late OSCAR WILDE.  
MONDAY, May 6th (One Night only).  
"SOWING THE WIND"

A Play in Four Acts, by SYDNEY GRUNDY.  
TUESDAY, May 7th (One Night only).  
"A VILLAGE PRIEST"

A Drama in Five Acts, by SYDNEY GRUNDY.  
WEDNESDAY, May 8th,  
LAST NIGHT OF THE SEASON.  
"NIOBE"

A Mythological Farce Comedy in Three Acts, by H. & E. PAULSON.  
PRICES:—\$1, \$2 and \$1. Box Plans at the ROBINSON PIANO CO. Late Trains 15 minutes after Performances.  
Doors open 8.30; Curtain 9; Carriages 11.30.  
Hongkong, 29th April, 1901. [1133]

## HONGKONG MISSIONS TO SEAMEN.

CONCERT  
will be given  
TO-MORROW (WEDNESDAY),  
1st MAY, AT 8 P.M.

BY THE MEMBERS OF  
ST. JOHN'S CATHEDRAL CHOIR,  
in the  
HON. C. P. CHATER'S BUNGALOW,  
KOWLOON.  
(Kindly lent for the occasion).

An attractive Programme has been arranged which will consist of  
PART SONGS, DUETS, SOLOS,  
PIANOFORTE SELECTIONS.

The Proceeds will be devoted to the local work of the Missions to Seamen.

ADMISSION ..... \$1  
(A few Reserved Seats ..... \$2)  
Soldiers and Sailors Half-price.

Tickets may be obtained from the ROBINSON PIANO COMPANY; Revs. J. H. FRANCE and T. WRIGHT; and  
A. CUNNINGHAM.  
Hon. Sec., ST. JOHN'S C. CHURCH.  
Hongkong, 29th April, 1901. [1112]

## AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on  
TO-MORROW (WEDNESDAY),  
the 1st May, 1901, Commencing at 2.45 p.m., at  
No. 36, Morrison Hill Road,  
A QUANTITY OF  
HOUSEHOLD FURNITURE  
(Particulars from Catalogues).  
Also  
A COTTAGE PIANO in good condition.  
TERMS:—Cash on delivery.  
On View from Tuesday, 30th April, p.m.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 29th April, 1901. [1107]

ROTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the  
ROTHEN-MARK LODGE will be held at the FREEMASONS' HALL TO-NIGHT (TUESDAY), the 30th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 27th April, 1901. [1118]

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.  
TERMS:—\$10 per Month.  
(Two Lessons per Week).  
Application may be made by intending Pupils through the ROBINSON PIANO CO.  
Hongkong, 22nd April, 1901. [1078]

THE BRITISH-NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 26th January, 1901. [339]

NOTICE.

TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOJI go to  
"THE AMERICAN HOUSE,"  
Where good European Accommodation can be obtained at Yen 3 per day.

Address:—NISHI HON-MACHI, ITCHOME.  
Moji, 17th January, 1901. [5]

怡生號  
YEE SANG & CO.

COAL MERCHANTS,  
have always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VEXUX ROAD. [883]

## NOTICES OF FIRMS

## NOTICE.

MR. CHARLES WILLIAM MARSHALL is no longer Authorised to Sign our Firm FOR PROSECUTION.  
**GEO. R. STEVENS & CO.**  
Hongkong, 27th April, 1901. [1131]

## NOTICE.

THE Business in Foochow formerly carried on by Messrs. TURNER & CO. has been transferred to the undersigned, who will continue to carry it on under the same Name, Style, and Title of TURNER & CO., as from the first day of March last.  
**RONALD GREIG.**  
Foochow, 29th April, 1901. [1120]

## NOTICE.

WE, the undersigned, have This Day been appointed AGENTS by Messrs. T. M. STEVENS & CO. of PORTLAND, O., for the sale of WEINHARD'S BRANDS OF AMERICAN BEER in Hongkong.  
**DOOLITTLE & POLLOCK.**  
Hongkong, 1st April, 1901. [1049]

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.  
Apply with Papers to—  
**COMMANDER,  
H. M. Naval Yard.**  
Hongkong, 25th April, 1901. [1106]

WANTED.

EUROPEAN NURSEMAID.  
Apply to—  
"H."  
Care of Daily Press Office.  
Hongkong, 5th April, 1901. [957]

WANTED.

BY a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Reviewing of Accounts, Typewriting or General Office work. Hours:—5.30 to 8 o'clock.  
Apply to—  
M. A. C.  
Care of Office of this Paper.  
Hongkong, 6th February, 1901. [425]

OLD IRON.—A Gentleman who thoroughly understands the Old Iron trade in England having been shipwrecked in China, through the various London and other Merchants, can command the control of large Parcels, of all descriptions, is open for an ENGAGEMENT, either to act in England or otherwise, for a reasonable Hour. Highest references. Good Salary required. Address in first instance—F. 44, c/o K. J. BARRETT, 10, Old Broad Street, London, England. [1085]

THE ROBINSON PIANO CO., LIMITED.

Best Value in  
PIANOS.

Monthly Payment System.

TUNING.  
REPAIRS.

INSTRUMENTS.  
STRINGS.

MUSIC.

Grand Stock reduced to Clear for Summer.  
Hongkong, 14th March, 1901. [436]

LAUNCHES FOR SALE.

TWO are—Length, 62 feet over all; Breadth, 11 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 8 H.P. by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; Working Pressure, 125 lbs.  
ONE is—Length, 67 feet over all; Breadth, 12 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 9 inches by 18 inches; Boiler, 6 by 7; Working Pressure, 125 lbs.  
The above Three Launches were built in Hongkong, October 1899, under the Superintendence of Captain F. D. Goddard, Marine Surveyor.  
Plans and Specifications of the same can be seen.  
Please apply to—  
**TUNG TAI & CO.,**  
Engineers and Shipbuilders, &c.,  
23, Praya East, Wanchai.  
Hongkong, 15th April, 1901. [1021]

MISUI BUSSAN KAISHA

No. 6, Ito House Street, Praya Central.  
Head Office—Tokyo.  
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS  
Mitsui Coal Mines,  
Kanada Coal Mines,  
Hokoku Coal Mines,  
Tanyaga Coal Mines,  
Ida Coal Mines,  
Yonokura Coal Mines,  
Sonoda Coal Mines,  
Fukuro Coal Mines,  
Yoshinotani Coal Mines,  
Onoura Coal Mines,  
No. 1, Ohtani Coal Mines,  
Ichimura Coal Mines,  
Kishima Coal Mines,  
Yoshio Coal Mines,  
Yamano Coal Mines,  
Manoura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kaneiguchi Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
**MISUI BUSSAN KAISHA.**  
M. FUJISE, Manager.  
[2786]

CARBOLINEUM-AVENARIUS  
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.  
Sole Agents for China,  
**LUTGENS, EINSTAMANN & CO.,**  
Hongkong, 31st August, 1897. [372]

## PUBLIC COMPANIES

## WILLIAM POWELL, LIMITED.

INCORPORATED under the Companies Ordinance of Hongkong, whereby the Liability of Shareholders is limited to the amount of the SHARES.

CAPITAL ..... \$120,000  
DIVIDED INTO 12,000 SHARES OF \$10 EACH.  
5,000 Shares have been Subscribed Privately, the remaining 7,000 Shares are offered to the Public.

DIRECTORS:  
**ALEXANDER TILLET,**  
CANADIAN PACIFIC RAILWAY CO.  
**HENRY HUMPHREYS,**  
Messrs. JOHN D. HUMPHREYS & SON.

BANKERS:  
**THE HONGKONG AND SHANGHAI BANKING CORPORATION.**

GENERAL MANAGEMENT.  
The Management of the Business will be conducted as heretofore until the engagement of a competent Manager by the Co.'s Agents in London.

SOLICITORS:  
Messrs. MOUNSEY & BRUTTON,  
39 and 41, DES VEXUX ROAD.

AUDITOR:  
**WILLIAM H. GASKELL.**

PROSPECTUS.

The Company has been formed for the purpose of acquiring and extending the business at present carried on by W. POWELL & Co., Queen's Road Central, Drapers, Furnishers, Milliners, Outfitters, and Upholsterers, &c.

The business was established over sixteen years ago by WILLIAM POWELL, Junior, who has now retired owing to ill-health.

The vendor is confident that the business can be further developed, especially in the furnishing department, with an increasingly profitable trade.

The purchase price is based upon the Balance Sheet of the vendor dated the 25th July, 1900, as certified by Wm. H. GASKELL, Accountant, and the Company will take the net profits as from the 1st July, 1900.

The vendor will provide all preliminary expenses of the formation and bringing out of the Company, and the issue of its Capital.

The vendor, WILLIAM POWELL, Junior, will enter into an agreement with the Company for the sale and purchase of the business.

Prospectuses together with Application Forms, can be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION, Queen's Road, or from W. H. GASKELL, 14, Des Vexux Road.

Share Lists will CLOSE on the 30th day of April, 1901.

HALL & HOLTZ, LIMITED.

THE NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Company's premises, Nanking Road, on TUESDAY, April 30th, at 11 O'CLOCK A.M., when the Report and Accounts for the year ended 28th February, 1901, will be presented.

THE TRANSFER BOOKS will be CLOSED from the 25th to 30th April, inclusive.  
By Order of the Directors.  
**E. PALMER,**  
Secretary.  
Shanghai, 12th April, 1901. [1054]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Office of the undersigned, No. 5, Queen's Road Central, Hongkong, on THURSDAY, the 2nd May, 1901, at 3 O'CLOCK in the AFTERNOON, for the purpose of electing a Consulting Committee.

MEYER & CO.,  
General Managers.  
Hongkong, 25th April, 1901. [1101]

UNIVERSAL TRADING CO., LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are hereby notified that from the 1st April, instant, interest at the rate of TWELVE PER CENT. PER ANNUM will be CHARGED on all UNPAID CALLS until further notice.

ELLIS KELLY,  
General Manager.  
Hongkong, 19th April, 1901. [1069]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1900, has been declared.  
Warrants will be issued on the 1st May.  
By Order of the Board.  
**W. J. SAUNDERS,**  
Secretary.  
Hongkong, 19th April, 1901. [1062]

FOR SALE.







## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ATAJ	Brit. str.	—	C. T. Donny	BUTTERFIELD & SWIRE	To-day
LONDON, &c., via Ports of Call	BALLAARAT	Brit. str.	—	—	P. & O. S. N. Co.	On 11th May, at Noon
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th May
LONDON	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th May
MARSEILLES & LONDON	CANTON	Brit. str.	—	—	P. & O. S. N. Co.	On or about 18th May
LIVERPOOL DIRECT	PRINCESS IRENE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th May
BREMEN, via Ports of Call	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th May
MARSEILLES & LONDON, &c., v. Singapore, &c.	PRINCESS IRENE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon
MARSEILLES, &c., via Ports of Call	HAKATA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 3rd May, at Daylight
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	YAMBA	Fr. str.	—	—	MESSAGERIES MARITIMES	On 6th May, at 1 p.m.
HAYRE & HAMBURG	AWA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 17th May, at Daylight
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	—	MESSAGERIES MARITIMES	On 3rd May
TRIESTE, &c., via Ports of Call	SCROVIA	Ger. str.	—	—	MESSAGERIES MARITIMES	On 24th May
NEW YORK via Suez Canal	YITENBURG	Ger. str.	—	—	MESSAGERIES MARITIMES	On 10th June
YANCOOVER, via SHANGHAI, &c.	GIBELA	Aus. str.	—	—	SANDELL, WIELSE & CO.	On 15th May, at 4 p.m.
VICTORIA, B.C., &c., via SHANGHAI, &c.	FEENDESE	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 4th May
VICTORIA, B.C., &c., via SHANGHAI, &c.	ASTORIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow
PORTLAND (OR)	TARTAR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th May
SAN FRANCISCO via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 11th May, at 4 p.m.
SAN FRANCISCO via AMOY, &c.	KINSHU MARU	Jap. str.	—	—	DODWELL & CO. LIMITED	On 17th May
SAN FRANCISCO via SHANGHAI, &c.	TACOMA	Brit. str.	—	—	SHAW, TOMES & CO.	On 24th May
AUSTRALIAN PORTS	KINGSTON COMPANION	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	To-morrow, at Daylight
KOBE & YOKOHAMA	CITY OF PERKING	Brit. str.	—	—	U. & O. S. S. CO.	On 7th May, at Noon
KOBE & YOKOHAMA	GAELIC	Brit. str.	—	—	TOTO KISEN KAISHA	On 16th May, at Noon
KOBE & YOKOHAMA	HONGKONG MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 12th May
KOBE & YOKOHAMA	CARIBBEA CITY	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 9th May, at 5 p.m.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th May, at 4 p.m.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th May
KOBE & YOKOHAMA	CHANGSHA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th May, at Daylight
KOBE & YOKOHAMA	WARABA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th May, at Noon
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon
KOBE & YOKOHAMA	TRIESTE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st May, at Noon
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 2nd May
KOBE & YOKOHAMA	KWEITANG	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	To-day, at Noon
KOBE & YOKOHAMA	EASTERN	Brit. str.	—	—	SIEMSEN & CO.	On 3rd May, at 4 p.m.
KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd May
KOBE & YOKOHAMA	KWANGSE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th May
KOBE & YOKOHAMA	PAHOI	Fr. str.	—	—	MESSAGERIES MARITIMES	On or about 6th May
KOBE & YOKOHAMA	LAKON	Brit. str.	—	—	P. & O. S. N. Co.	On or about 7th May
KOBE & YOKOHAMA	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	On or about 11th May
KOBE & YOKOHAMA	PREUSSEN	Ger. str.	—	—	MELCHERS & CO.	Quick despatch
KOBE & YOKOHAMA	KASHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day
KOBE & YOKOHAMA	ANPING MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th May, at Daylight
KOBE & YOKOHAMA	AKASHI MARU	Jap. str.	—	—	MIYU BUSHAN KAISHA	To-morrow, at Daylight
KOBE & YOKOHAMA	MAIDZU MARU	Jap. str.	—	—	MIYU BUSHAN KAISHA	On 5th May
KOBE & YOKOHAMA	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th May
KOBE & YOKOHAMA	DIAMANT	Brit. str.	—	—	SHAW, TOMES & CO.	To-morrow, at Noon
KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
KOBE & YOKOHAMA	KUNSHAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd May, at 3 p.m.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th May, at Noon

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPEROR OF JAPAN", Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.  
"EMPEROR OF CHINA", Comdr. B. Archibald, R.N.R. WEDNESDAY, 15th May, 1901.  
"EMPEROR OF INDIA", Comdr. C. P. Marshall, R.N.R. WEDNESDAY, 23rd May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and around the world. Retains tickets at various points at reduced rates. Good for 12, 18, and 24 months.

SPECIAL RATES (First class only) granted to Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, at additional sailings, leaving Hongkong as follows:—

"TARTAR" ..... 4,425 Tons, Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 1st May. (Calling at MOJI, KOBE and YOKOHAMA).

"ATHENIAN" ..... 3,882 Tons, Comdr. H. Kovacs, R.N.R. About 24th May.

Taking Cargo and Passengers for all points in CANADA AND UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th April, 1901.

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## SHIPPING.

**ARRIVALS.**  
April 29, JACOB DINDRICHSEN, German str., 623, A. Meke, Haiphong 25th April and Hoibong 25th, Elice and General—JENSEN & Co.  
April 29, HOLSTEIN, German str., 965, Ipland, Saigon 24th April, Kien—JENSEN & Co.  
April 29, HUN, French steamer, 704, Godman, Haiphong, Hoihow and Kwong-chow-wan 24th April, General—A. R. Marty.  
April 29, PROGRESS, German steamer, 637, P. Brandt, Tourn 20th April, Rice, Cunk and General—SIEMSEN & CO.  
April 29, TIENSHIN, British str., 2,380, A. L. Valentine, London and Singapore 21st April, Cotton Twist—P. & O. S. N. Co.  
April 29, ESANE, British steamer, 1,127, L. H. Tumpkin, Tonka and Chetoo 23rd April, General—JARDINE, MATHESON & CO.  
April 29, SANDAKAN, German str., 1,300, A. Brandt, Sandakan 24th April, Timber and Coffee—MELCHERS & CO.  
April 29, LARSEN, American str., 1,216, Patterson, Shanghai 26th April, General—CHINESE.

## CLEARANCES.

At the Harbour Master's Office.  
29th April.  
Etruria, British str., for Canton.  
Eady, British str., for Canton.  
Ajaz, British str., for Singapore.  
Clara, British str., for Shanghai.  
Trafalgar, German str., for Hongkong.  
Shantung, German str., for Taku.  
Hikosan Maru, Japanese str., for Kutchinotzu.  
Victoria, Swedish str., for Chetoo.

## DEPARTURES.

April 29, CHIRIA, British str., for Canton.  
April 29, CHOWKANG, British str., for Canton.  
April 29, WINGANG, British str., for Canton.  
April 29, SHANGHAI, German str., for Hongkong.  
April 29, SHANGHAI, German str., for Taku.  
April 29, MIKOSAN MARU, Jap. str., for Kutchinotzu.  
April 29, VICTORIA, Swedish str., for Chetoo.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Tataros.  
Kowloon Dock.—U.S.S. Dennington, Lung, Teing, Hangchow, Peking, Compagnie de Filippine, Styr, Brattide, Argus, Adonai, Kaitong, Kniff, Hongkong, Lanza, Centurion, Cosmopolitan Dock.—Columbus, Patriana, Kamsang.

## SHIPPING REPORTS.

The German steamer Sandakan, from Sandakan 24th April, had fine weather, smooth sea and calm.  
The American steamer Tataros, from Shanghai 24th April, had light winds and fine weather though overcast.  
The British steamer Eady, from Tonku and Chetoo 23rd April, had moderate winds and fine weather throughout, with slight fog at times.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SHANGHAI.

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above port TO-DAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 27th April, 1901. [1125]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"AKASHI MARU"

Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 1st May, at Daylight.

For Freight or Passage, apply to THE MITSUBISHI KAISHA, Agents.

Hongkong, 17th April, 1901. [1126]

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PERKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, May 1, at DAYLIGHT.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, at NOON.  
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 18, at NOON.

THE Company's Steamship "CITY OF PERKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 1st May, 1901, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Cousular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901. [3]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain Weigall, will be despatched as above TO-MORROW, the 1st May, at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 27th April, 1901. [1117]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MOJI AND KOBE	TIENSHIN	Daylight 1st	Freight only.
	A. L. Valentini	May	
SHANGHAI AND JAPAN	JAPAN	About 7th	Freight or Passage.
	G. K. Wright, R.N.R.	May	
LONDON, &c.	BALLAARAT	Noon, 11th	See Special Advertisement.
	C. T. Donny	May	
SHANGHAI	BENGAL	About 11th	Freight or Passage.
	S. Borcham	May	
MARSEILLES AND LONDON	C. F. Lockstone, R.N.R.	About 18th	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 24th April, 1901.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd May, at DAYLIGHT
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at DAYLIGHT
KINSHU MARU	VICTORIA, B.C., at SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at NOON
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at NOON
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at NOON
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 24th April, 1901. [113]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, Gلاسگو, TRIZEST, GENOA. PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
KONIGSBERG	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 3rd May
SEGOLIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 26th May
WITTENBERG	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 10th June

For further particulars as to Freight, Passage, &c., apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE,

QUEEN'S BUILDING, No. 1

Hongkong, 30th April, 1901. [1087]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINCESS IRENE	WEDNESDAY, 1st May
PRINZ HEINRICH	WEDNESDAY, 15th May
PREUSSEN	WEDNESDAY, 29th May
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 13th June
SACHSEN	THURSDAY, 27th June
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July
BAYERN	THURSDAY, 25th July
STUTTGART	THURSDAY, 8th August
KONIG ALBERT	THURSDAY, 22nd August
PRINCESS IRENE	THURSDAY, 5th September
PRINZ HEINRICH	THURSDAY, 19th September
PREUSSEN	WEDNESDAY, 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October
SACHSEN	WEDNESDAY, 30th October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November
BAYERN	WEDNESDAY, 27th November

ON WEDNESDAY, the 1st day of May, 1901, at Noon, the Steamship "PRINCESS IRENE" of the Norddeutscher Lloyd, Captain F. W



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE	
GLASGOW and LIVERPOOL.	"DARDANUS"	On 2nd May.	
GLASGOW and LIVERPOOL.	"ANTENOR"	On 9th May.	
GLASGOW and LIVERPOOL.	"ACHILLES"	On 14th May.	
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 28th May.	
HOMEWARDS.		TO SAIL	
LONDON	"AJAX"	On 30th April.	
LONDON	"ANTENOR"	On 14th May.	
LONDON	"CALCHAS"	On 28th May.	
LIVERPOOL	"PYRRHUS"	On 10th May.	
(Taking Cargo at London Rates)			
LIVERPOOL, DIRECT	"ULYSSES"	On 24th May.	
(Taking Cargo at London Rates)			

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 29th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"KASHING"	On 30th April.
SHANGHAI	"KANGSE"	On 2nd May.
TIENTSIN	"KWEIYANG"	On 2nd May.
SHANGHAI	"PAKHOI"	On 4th May.
LOLO and CEBU	"KAIFONG"	On 5th May.
Kobe and YOKOHAMA	"CHANGSHA"	On 10th May.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th April, 1901.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,  
HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

OF THE NORDDEUTSCHER LOYD.

Captain E. Prehn, due here with the outward

German Mail about TUESDAY, A.M., the 30th

inst., will leave for the above places about 24

hours after arrival.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 27th April, 1901.

## INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on

THURSDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 29th April, 1901.

## REGULAR STEAMSHIP SERVICE TO

NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"PERDENE" 3rd May

"ARLON" 24th May

"HILGREN" 14th June

"LOWTHER CASTLE" 30th June

For Freight and further information, apply to

DODWELL & CO., LD.,  
Agents.

Hongkong, 29th April, 1901.

## UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(HAMBURG-AMERICA LINE-HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE full-powered Steamship

"ASTORIA,"

Captain Ostermann, will be despatched for the

above port on or about 4th May.

For Freight, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 15th April, 1901.

## THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW AND

AMOI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the

above ports on SUNDAY, the 5th May.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 29th April, 1901.

## COMPAGNIE DES MESSEGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, MADRAS,

CALCUTTA, DIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th May, 1901, at

1 P.M., the Company's Steamship

"YABEA," Captain Negro, with Mails,

Passengers, Specie and Cargo, will leave this

port for MARSEILLES via Ports of Call.

WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 5th

May. (Parcels are not to be sent on board

they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 29th April, 1901.

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
GABLIO (via Shanghai,  
Nagasaki, Kobe, In-land Sea, Yokohama  
and Honolulu) TUESDAY, May 7,  
1901, at Noon.

Donic (via Shang-  
hai, Nagasaki, Kobe, In-land Sea, Yokohama  
and Honolulu) SATURDAY, June 1,  
1901, at Noon.

Cortic (via Shanghai,  
Nagasaki, Kobe, In-land Sea, Yokohama  
and Honolulu) THURSDAY, June 27,  
1901, at Noon.

THE Company's Steamship "GABLIO"  
will be despatched for SAN FRAN-  
CISCO VIA SHANGHAI, NAGASAKI,  
Kobe, INLAND SEA, YOKOHAMA, and  
HONOLULU on TUESDAY, the 7th  
May, 1901, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU and passengers are allowed to break  
their journey at any point en route.

Through Passenger-Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers and to the principal cities of  
the United States or Canada. Rates and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice-versa) within one year, will be allowed dis-  
count of 10 per cent. This allowance does not  
apply to through fares from China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th April, 1901.

## CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH

AMERICA, &amp;c.

S.S. "CARLISLE CITY" About 12th May.

S.S. "BELGIAN KING" About 10th June.

THE Steamship "CARLISLE CITY" will

be despatched for SAN DIEGO and

SAN FRANCISCO VIA MOJI, KOBE and

YOKOHAMA on or about 12th May.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.For further information as to Freight or  
Passage, apply toBUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 30th April, 1901.

## PORTLAND AND ASIATIC STEAM-

SHIP COMPANY.

Agents for and in connection with

OREGON RAILROAD AND NAVI-

GATION COMPANY

operating the New First Class Steamships

"INDRAVELL," "INDRAPURA,"

"KNIGHT COMPANION"

(OR) calling at SHANGHAI, NAGASAKI,

MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) about

20th May, 1901.

Through Bills of Lading issued to Pacific

Coast Points and all Eastern, Canadian and

United States Points.

For through rates of Freight and further

information communicate with or apply to

ALLAN CAMERON,  
General Agent,  
or toSHEWAN TOMES & CO.  
Hongkong, 17th April, 1901.

NATAS LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE POINTS every fortnight.

For Freight and further particulars,  
apply toDODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1907.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the

above ports on WEDNESDAY, the 8th

May, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 24th April, 1901.

## EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-

SLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched for the

above ports on THURSDAY, the 9th of May,

at 5 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with

Electric Light.

A Stowage and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany and from Australia are available for

return by the steamers of the China Navigation

Company and vice-versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 15th April, 1901.

## THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERHIA, GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"BALLAARAT,"

Captain C. T. Denny, carrying His Majesty's

Mails, will be despatched from this port

for Bombay on SATURDAY, the 11th May, at

Noon, taking passengers and cargo for the

above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer pro-  
ceeding direct to Marseilles and London; othercargo for London, &c., will be conveyed via  
Bombay with transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 29th April, 1901.

## NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Con-

signees of Cargo by her are hereby informed

that their goods will be delivered from along-

side.

Cargo impeding the discharge or remaining

on board after 4 P.M., the 27th instant, will be

landed at Consignees' risk and expense into

Godowns at EAST POINT.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 25th April, 1901.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BALLAARAT,"

FROM BOMBAY, COLOMBO AND

STEATS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the



